(b) whether the Civil Aviation Ministry has accorded permission to the project; and

(c) if so, what are the courses offered to this trainees, methods of admission of pilots and the fees structure?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) No, Sir.

(b) and (c) Do not arise.

Independent Regulatory Authority for the Aviation Sector

2784.DR.VIJAYMALLYA:
SHRI R.S. GAVAI:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government propose to introduce a Bill for providing an independent Regulatory Authority for the aviation sector, on the lines of Telecom and Insurance sector;

(b) whether the recommendations of Naresh Chandra Committee will be incorporated in the proposed Bill; and

(c) by when the comprehensive bill on aviation policy will be introduced?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) The Government proposes to set up in independent regulatory authority for the Airports. The suggestions made in the Naresh Chandra Committee Report are being taken into account.

(c) There is no proposal for introducing a bill on Aviation Policy

Purchase of Aircrafts for IA and Al

2785. SHRI THANGA TAMIL SELVAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that the Indian Airlines and Air India are in shortage of aircrafts and not in a position to compete with the private operators;

(b) if so, whether Government propose to acquire some more aircrafts for 1A and AI;and

(c) the total number of aircrafts proposed to be purchased by the Government and the finance allocation for this purpose?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (c) Indian Airlines has not inducted any new aircraft since 1994. Thus, average age of Indian Airlines aircrafts is subsequently higher than that of competitors. Indian Airlines has been taking aircraft on dry lease to meet its expansion plans. However, to meet its long term requirements, Indian Airlines proposes to acquire 43 aircraft at a cost of Rs. 10,287 crores.

Air India is presently taking aircraft on dry lease basis to meet its capacity expansion plans. However, Air India Board has approved a fleet acquisition Plan for the period upto 2012/13. This Plan envisages the acquisition of 18 B737-800W aircraft for its new airline subsidiary Air India Express and 50 aircraft for Air India. A Project Report for the acquisition of 18 B737-800W aircraft at an estimated cost of Rs. 4,951.60 crores for Air India Express has been submitted to the Government for approval. Air India has invited offers for the 50 aircraft. Technical and financial bids are under evaluation. The final cost outlay in respect of this purchase has yet not been finalised.

New European regulations for Airlines

2786. SHRI T.S. BAJWA: Will the Minister of CIVIL AVIATION be pleased to refer to the answer to Unstarred Question 9 given in the Rajya Sabha on the 1st March, 2005 and state:

(a) whether the law or similar law will be applicable to the domestic airlines; and

(b) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) There is presently no proposal to enact a law in line with the regulation adopted by European Union (EU) providing for compensation and assistance to air passengers in the event of denied boarding the cancellation or long delay of flights. The present international air law as established by Warsaw Convention and Montreal Convention 1999 envisage only a measure of facilitation and do not contemplate any punitive action against airlines. Most airlines in India